

Southeast Fairfax Neighborhood Traffic
Community Meeting
Green Acres School
January 8, 2004

Mayor Lederer introduced the elected officials, community leaders and staff members present. He discussed the traffic controls measures implemented for a 60-day trial period and the lessons learned. He proposed removal of the turn restrictions at Roberts/Dwight, at Dwight/Virginia and Dwight/Orchard which was overwhelmingly supported. He then asked for ideas regarding traffic control in the area centering on Dwight Avenue. Ideas proposed included:

- More enforcement by the police especially of speed and stopping at stop signs
- Use speed humps to control speed on Dwight
- Rush hour restrictions were better than permanent restrictions
- Improve safety by construction of sidewalks
- Use “dummy” police cars
- Place stop lines at correct place to see approaching traffic
- Use photo enforcement (note: not currently allowed by Va. law except at traffic signals)
- Put a traffic signal at Roberts/Dwight/Sager
- Add curb at the intersection of Roberts and Dwight
- Construct curbs at intersection of Dwight/Virginia to sharpen corners
- Add raised crosswalk at Dwight/Virginia
- Add raised crosswalk at Roberts/Dwight
- Add double yellow centerline on Dwight
- Implement 15 mph speed limit on Dwight

After much discussion consensus was reached on the following traffic control proposal (Phase III):

1. Construct a raised crosswalk on Dwight just west of the intersection with Virginia
2. Construct a speed hump on Dwight between Virginia and Roberts, positioning it so that a second speed hump could be added in a future phase
3. Construct a raised crosswalk on Roberts Road just to the south of the Dwight intersection but north of the Sager intersection

Also, it was proposed for consideration in a future phase (Phase IV):

1. A speed hump on Dwight just to the west of Orchard Street
2. A second speed hump on Dwight between Roberts and Virginia

Other issues raised by the residents included:

- Can there be more police enforcement in the neighborhood?

- Why not allow left turns from Roberts onto Main Street at the traffic signal?
- Is there traffic data for Burke Station Road from December?
- Can speed humps have a consistent height?
- Can a speed hump be place on Roberts between Dwight and Forest?
- Can something be done about the asphalt sidewalk on Orchard regarding it being too slippery and about the poison ivy in the summer?
- Can something be done about clearing the sidewalks on Rte. 236 of snow, ice and mud?

Additional actions to be taken by the city include:

1. Consideration of more police officers assigned to traffic enforcement in residential neighborhoods
2. Poll residents for support for sidewalks on Roberts Road, Dwight Avenue and Orchard Drive
3. Analyze traffic signals to create gaps in traffic allowing for left turns out of neighborhood and onto Rte. 236
4. Provide traffic volume and speed for Burke Station near the new speed hump.
5. Send a letter to all residents informing them of additional actions to be taken and when, allowing for time for additional feedback.
6. Discuss results of this meeting with City Council at a work session on January 27, 2004.
7. Hold another community outreach meeting before school is out in June.